GREAT NORTHERN'S EARNINGS

PAMPHLET REPORT ON REASONS FOR THE DECLINE.

Reductions in Wheat Tennage and Shipments in Iron Ore; Dear Coal and High Wages-Permanent Assets Increased Without Any New Stock Issues.

The pamphlet report of the Great Northern Railway for the year ended June 30 last was issued yesterday and contained the income account of the road, showing gross earnings of \$41,414,806, a decrease of \$722,884, and net earnings of \$19,986,523, a decrease of \$1,253,832, figures which have already been published. The report shows that in the disposition of income from operation after payment of taxes, rentals and interest there was also set aside \$2,000,000 for the fund for permanent improvements and renewals and that after the payment of divivends and interest on the recent \$7,500,000 loan, secured abroad, there was transferred to profit and loss as surplus for the year

The largely increased operating expenses were due mainly to increases in wages and the higher price of coal, the latter item the higher price of coal, the latter item accounting for an excess of \$229,453. Of the decrease in freight traffic a lessened tonnage of wheat accounted for \$666,920. Iron ore transportation decreased \$836,790. There was spent for equipment \$3,240,000. In his report to the stockholders President James J. Hill calls attention to the fact that no additional permanent capital has been obtained since the \$25,000,000 stock issue in 1901 and that since that time

has been obtained since the \$25,000,000 stock issue in 1901 and that since that time there had been paid out for securities, mileage, equipment and additions \$48,499,894. Concerning the Northern Securities

spid. Concerning the Northern Securities litigation the report says:

The decision of the United States Supreme Court handed down March 14 last, in the case of the United States vs. the Northern Securities Company and others, restrained the Great Northern Railway Company from paying any dividends on shares of its stock held and owned by the Northern Securities Company. The amount of the dividend payable May 1, 1904, on shares so owned, remaining unpaid June 30, \$2,067,173.50, has been deposited in a special and separate account and is shown on the balance sheet presented herein, page 33, as a separate item and is not included with the company's current assets. The amount of such unpaid dividend is also shown on the balance sheet as a separate item of Hability.

LIFE TERM FOR JOHNSON.

Man Who Killed Abbott, the Junkman, Pleads Guilty to the Charge.

Charles W. Johnson, who was indicted for the murder of George F. Abbott, the miser junkman, in his shop on Chapel alley on July 11 last, was arraigned for trial before Judge Aspinall in the County Court, Brooklyn, yesterday. When the case was called Lawyer George W. Martin was assigned to defend Johnson.

Lawyer Martin tried to get an adjournment, but Judge Aspinall declined to grant it. Martin then had fifteen minutes conference with his client the result of which was that Johnson agreed to plead guilty to murder in the second degree. This being satisfactory to District Attorney Clarke, the plea was taken, after which Johnson was sentenced to life imprison-

Johnson was sentenced to life imprisonment in Sing Sing.

Before sentence was pronounced Johnson was asked if he had anything to say. Then he confessed to having killed the aged junkman and retold the story of the crime as had been published several times. In doing this he implicated Oscar Dahlgren, whom he charged with killing Frederick Van Buskirk, an old carpenter who lived in the junkshop and who was killed two days after Abbott.

This was done, Johnson said, because

days after Abbott.

This was done, Johnson said, because Yan Buskirk knew of the Abbott murder.

After the confession District Attorney Clarke said that Johnson had lied from the start to the finish, that he first accused Van Buskirk of killing Abbott, then he charged the crime on another person and now charged Dahlgren.

District Attorney Clarke said he was thoroughly familiar with every detail of the crime and that Johnson and Johnson alone was responsible for the murders.

the crime and that Jonnson and Jonnson alone was responsible for the murders. Subsequently Judge Aspinall, upon the motion of Mr. Clarke, discharged from custody Dahlgren and Carl Olsen, who had been held as a witness.

COMMON DIVIDEND PASSED By the Pressed Steel Car Company—Preferred Dividend Paid.

The quarterly dividend of 1 per cent. hitherto paid on the common stock of the Pressed Steel Car Company was passed by the directors at their meeting yesterday, while the regular dividend of 1% per cent. was declared on the preferred stock. Owing to the depression in the car building business, which some time ago led the Pressed Steel company's competitor, the American Car and Foundry Company, to drop its common dividend, this action of the directors had been looked for, par-ticularly in view of the course of the stock

on the market.

President F. N. Hoffstot said that the passing of the dividend was due to the condition of the business, which called for conservatism, and that while there had recently been some betterment it was impossible to determine whether the improvement was more than temporary.

The company was organized in 1898

The company was organized in 1899 with \$12,500,000 each of common and preferred stock. It paid 6 per cent. on the common stock in 1900, 4 per cent. in 1901 and 1902 and 5 per cent. in 1903, while dividends in the present year have been at the rate of 4 per cent. The company's net cerrings in 1902 were 4.553 114 and in net earnings in 1902 were \$4,578,114 and in

NEW HOTEL ON DARLINGTON SITE. The Langham Realty Co. Files Plans for a

Smaller and Cheaper Structure. new twelve story apartment hotel is to be built for the Langham Realty Company, of which George M. Mathers is president, on the north side of Forty-sixth street 205 feet east of Sixth avenue, the site of the proposed Darlington Hotel, the in-complete steel skeleton of which collapsed

complete steel skeleton of which collapsed last winter, killing one of the then owners and a number of workmen.

The new hotel will have a frontage of 55 feet, a depth of 83.1 feet, will be 149.9½ feet high and will cost about \$300,000. The Darlington was to have cost \$350,000.

BUSINESS TROUBLES.

Old Firm of S. F. Jayne & Co. Petitioned Into Bankruptey.

creditors' petition in bankruptcy has been filed against S. F. Jayne & Co., real estate brokers, of 254 West Twenty-third street, which was composed of the late Samuel F. Jayne and Albert M. Cudner. Judge Holt has appointed Augustus H. Spillin re eiver of the assets, which are estimated at 60,000. S. F. Jayne, who was one of the hest known of the older generation of real estate men, died on June 23. After that a corporation was formed by Mr. Cudner to continue the business. The corporation is called the A. M. Cudner Real Estate Company. It was incorporated on July 11, with a capital stock of \$3,000, with Mr. Cudner as president, and it took over the plant and good will of the old from

stock of \$5,000, with Mr. Cudner as president, and it took over the plant and good will of the old firm.

Schedules in bankruptcy of G. W. Harris & Co., stock brokers at 50 Brondway, show liabilities, \$82,175, and nominal assets \$28,-522. Among the creditors are the Consolidated National Bank, \$2,000, secured; North Ward Bank of Newark, \$1,500, secured: Martin & Rosenbaum, Philadelphia, \$3,395, secured; C. L. Senbury, \$6,776; H. Probst, \$4,833; W. J. Dozler, \$4,559; E. R. Stanton, Hoboken, \$4,564; G. B. Ellis, Brooklyn, \$3,871, and E. P. Hale, \$2,798, Henry C. Robinson, one of the partners, has individual liabilities, \$96,500, and nominal assets, \$10,000. The creditors are the estate of J. Hood Wright, \$90,000, secured for \$3,500 by judgment lien on real estate, and the estate of James V. Moore, \$6,500, secured by mortgage on real estate valued at \$10,000. B. J. Dryer, another partner has individual liabilities, \$3,400, and Bo assets.

GOSSIP OF WALL STREET.

If it was hoped that by forcing a strong opening yesterday morning fresh outside buying could be brought to the support of the market those responsible for the resort to that expedient must have been disap-pointed. In the first fifteen or twenty minutes of trading prices hardened all around even the Steel stocks advancing fractionally. There was then a notable absence of selling pressure, brokers reporting that it was actually difficult to buy stocks at the market. In view of these conditions existing at the outset, the selling movement that followed was remarkable both for its extent and for its violence. It was the opinion of experi-enced observers that a weak opening would have been far more effective in bringing miscellaneous support to the market. Traders who were prepared to buy stocks on further price recessions in the forenoon sold heavily instead on the advances that were made in the initial half hour.

The heaviest speculative selling yesterday, as on the day before, was apparently of Western origin. Chicago houses put large specu ative holdings on the market. Gates & Co. were credited with heavy selling in various stocks. The Western selling so conspicuous in the market this week has probably been four-fifths profit taking on stocks accumulated at much lower prices and on a scale up. The urgent manner in which some of it has been conducted might lead an observer inexperienced in Western speculative methods to conclude differently, but it is characteristic of at least one Western contingent either to buy or sell stocks without standing much upon ceremony.

The extent of the operations of the socalled Gates crowd on the long side of the market has probably been much under-estimated in Wall Street. Persons who speak with some knowledge of the facts say that the accumulation of speculative stocks in this quarter must have reached shares. The selling that has been traced only this week to that source is roughly estimated at 200,000 shares. Purely speculative operations of such magnitude are not favorably regarded by conservative people. The comment is frequently heard, especially in Western Wall Street circles, that a more impulsive or daring group of operators has never appeared in the market, and it is probably true. These men appear to think nothing of buying 100,000 shares of a thing on mere speculative impulse. They have been right on this market so far, and have probably realized profits on a tremendous line of stocks within the last few days, but the impression is that they are still heavily long. They have been operating not in four or five stocks, but from one end of the list to the other, their speculations embracing stocks of every possible description. It is hard to believe that they have made a cleaning up. Some who are now in a sceptical attitude regarding the immediate future of the market beleve that further liquidation for this Western account is to be expected.

In the Wall Street district are three huge campaign banners-one in Wall street near William street, one at the junction of Nassau, Wall and Broad streets, and another in Broad street south of Exchange place

Aggressive bear tactics were employed in the market yesterday, and for the first time in many weeks they were productive of results. Transactions reached their maxmum volume on falling prices, and although to a great extent the buying must have been technically better than the selling, so much of the latter being of a peremptory and hasty character, a much larger proportion of yesterday's selling than of the furious buying on rising prices in previous sessions looked genuine. On the decline stocks did not change hands in impossible as people might reasonably trade in-300 or 500 or 1,000 shares. The bear element took advantage of this selling movement to offer prices down sharply and catch stop lose It was thought on the Stock Exchange that some of the more aggressive movements on the bear side of the market might be traced to an operator who until very recently was actively bullish.

Several prudent operators who had been bulling the market disposed of their stocks on Monday, believing that whatever might be the outcome of the North Sea incident it would be followed by several days of suspense and uneasiness. When the market was at its worst yesterday the bears exercised their gifts and put into circulation the rumo that an act of war had been committed. There was, of course, no foundation for the report but it served to frighten timid speculators.

The market was rallying when Mr. Hill's bearish comments on the speculative situation appeared, and the interview had no perceptible effect upon sentiment.

Tardy realizing by bulls who feared that they had overstayed their market was a feature of the selling yesterday. The word of brokers may be taken for it that there also was heavy selling of a more responsible character by houses and individuals that had out recently been very active on the long side of the market. It is a fact worthy of recital that brokers who judge the market largely or wholly by the large orders emanating from banking quarters are not as bullish on the speculative situation as they were a few weeks ago. The inference is that they have seen an amount of selling recently cor responding in character and extent to the buying on a lower level. "Of course," said a broker in this position yesterday, "the market may be taken entirely out of the hands of those who started it up and were under it to a very recent point, but it is enough for me to know that those who were large buyers of stocks 20 points lower are no longer enthusiastic as to the immediate speculative possibilities of the long side of this market. I know only what I see. When these big interests stand out I want to pick my bull company carefully."

There was a somewhat better borrowing demand for stocks in the loan department yesterday afternoof, Atchison, Steel pre erred and Reading figuring in it prominently, The general inquiry, however, did not re-flect a normal short interest for a market of

It is the opinion of some competent authorities that a few days of resting on this level would do the market a great deal of good, and that it might then be started up again with the reasonable assurance of receiving public support on a larger scale than heretofore. The commission houses, they think, represent a buying power that is far from being exhausted. They call attention to the fact that commission houses are not filled up with stocks as they were at the filled up with stocks as they were at the culmination of the bull market in 1901-02, and argue that the control of the market by the bull forces is too nearly absolute to be relaxed without a more extensive distribution of stocks than has already been ac-complished. Those who were disposed to find encouragement in the actions of the market yesterday dwelt favorably, even enthusiastically, upon the market's great capacity for taking stocks. The decline, th ey thought, was on the whole very moderate in view of the extent of the liquidation

for Western and other account. Rock Island became the strongest feature of the market in the afternoon, recovering nearly all of its loss since Tuesday morning on a very large volume of transactions. King, Hodenpyl & Co. and other Western houses distinct from those that were active in the stock on the previous advance were large buyers yesterday. The Rock Island people had never been willing to make monuments of their securities under general market conditions unfavorable to a buil campaign, and have shown on previous occasions that rather than do so they would abruptly abandon a campaign, but, from all trustworthy accounts, they believe in this market and expect to be able to carry their own securities to a higher level. On the break yesterday to 30% the buying of Rock Island common, brokers said. was of a very strong character, and in the afternoon the price advanced sharply to 33%.

Antwerp Oct. 22

Astoria Oct. 33%.

Astoria Oct. 32

Astoria O

to 33%. Some of the Gates line is understood to have been liquidated. The prediction has been made on strong authority that if the general market holds Rock Island common will be put to 40 or higher.

Disappointed selling of the Steel stocks vas a depressing influence upon the general market. Bearish operations converged largely upon the Steel securities. The quar-terly report, however, was not as much com-mented upon in Wall Street yesterday as might be supposed. If sentiment were less inclined to be optimistic it would have been

MONEY AND EXCHANGE.

Money on call, 2@2½ per cent.; last loan, 2½ per cent.; ruling price, 2 per cent. Time money quoted at 3 per cent. for ninety days and 3½ to 3½ per cent. for ninety days to six months. Commercial paper is quoted at 4½ 65 per cent. for prime single names and bills receivable, other names, 5@6 per cent.

Strength again characterized the foreign exchange market, with a further advance in sterling of 5 points. Inquiry for remittance was fairly urgent in the morning, but subsequently quieted down. Posted rates were quoted at \$4.84% for long bills and \$4.87 for short. Actual rates: Long bills, \$4.8390 @\$4.84; sight drafts, \$4.8640@\$4.8645, and cable transfers, \$4.8680. Francs were quoted at 5.18% for long and 5.16% for short. Reichnarks were quoted at 54% for long and 95-16 plus 1-32 for short. Guilders were quoted at 40 3-16 for long and 40 5-16 for short.

Domestic exchange on New York: Boston—

plus 1-32 for short. Guilders were quoted at 40 3-16 for long and 40 5-16 for short.

Domestic exchange on New York: Boston—Par. Chicago—15c. discount. Charleston—Banks, buying, 1-16c. discount. Montreal—31½c. to 15½c. discount. Montreal—31½c. to 15½c. discount. Mew Orleans—Commercial \$1 to 75c. discount. New Orleans—Commercial \$1 to 75c. discount. banks, 50c. discount. St. Paul—30c. discount. Minneapolis—10c. premium. Louisville—25c. discount. San Francisco—75c. premium. St. Louis—10c. discount.

Money in London, 2@2½ per cent. Rate of discount in open market for short and three months bills, 2½@2½ per cent. Consols for money closed at 88 3-16 and for the account at 88½. Paris advices quoted 3 per cents at 97 francs 92½ centimes. The private rate of discount is 2½ per cent. Exchange on London 25 francs 10½ centimes. Berlin advices quote exchange on London 20 marks 34½ pfgs. The private rate of discount is 4½ per cent.

New York Clearing House statement: Exchanges, \$140,190,399; balances, \$15,044,268; Sub-Treasury debit balance, \$466,397.

Commercial price of bar silver in New York 58½c. Bar silver in London closed at 2813-16d. Mexican silver dollars were quoted at 46½c.

FINANCIAL NOTES.

The syndicate formed to underwrite \$150,000,000 of Consolidated Tobacco bonds, which paid in 20 per cent. of the \$25,000,000 which it was formed to provide, has been wound up, subscribers receiving, it is said, 27 per cent. in bonds and 4 per cent. in cash.

The syndicate of banking houses, including Robert Winthrop & Co. and J & W. Sellgman & Co. of this city, which bought the \$7,250,000 of 5 per cent. notes recently issued by the Public Service Corporation of New Jersey, has sold a majority of the issue and is offering the remaining bonds at 98 and interest.

SECURITIES AT PUBLIC AUCTION.

The following securities, among others, were old at public auction yesterday:

Bank 1745
5 shares National Surety Co. (hypd.) 128
50 shares Bowling Green Trust Co. 2104
25 shares New Amsterdam National Bank
250 shares Realty Associates: 1384-1401
5 shares Market and Fulton National
Bank SUB-TREASURY TRANSACTIONS. TUESDAY.

Paid by Sub-Treasury to banks. Paid by banks to Sub-Treasury. Loss to banks on day's transactions..... \$135,000 SINCE FRIDAY LAST. Paid by Sub-Treasury to banks \$13,373,000
Paid by banks to Sub-Treasury 14.654,000

STOCK EXCHANGE LISTINGS.

The following securities were yesterday admitted to the list of the New York Stock Exchange:
Chicago Great Western Railway Company's \$6,500,000 additional common stock.
New York Central and Hudson River Railroad Company's \$4,542,000 additional 3½ per cent. mortgage coupon bonds of 1997.
Wasbash Railroad Company's \$299,000 additional first lien fifty year 4 per cent. terminal mortgage coupon bonds of 1954.
Chicago Terminal Transfer Railroad Company's \$400,000 additional mortgage 4 per cent. coupon bonds of 1947.

MARINE INTELLIGENCE. MINIATURE ALMANAC—THIS DAT.
Sun rises......6:22 Sun sets......5:05 Moon rises, .7:35
HIGH WATER—THIS DAT.

Sandy Hook. 8:53 Gov. I'd 9.25 Hell Gate . . 11:18 Arrived-WEDNESDAY, Oct. 26. Arrived—Wednesday, Oct. 26.

SS Germania, Marseilles, Oct. 11.

SS Armenian, Liverpool, Oct. 15.

SS Evelyn, Plymouth, Oct. 1.

SS Wells City, Bristol, Oct. 5.

SS Abergeidle, Sourabaya, Aug. 11.

SS Terence, Santos, Oct. 4.

SS Gregory, Maranham, Sept. 19.

SS Gere, Jamaica, Oct. 19.

SS Verona, Jamaica, Oct. 18.

SS Iroquols, Jacksonville, Oct. 23.

SS El Siglo, Galvestville, Oct. 23.

SS Hamilton, Norfolk, Oct. 25.

SS Maverick, Port Arthur, Tex., Oct. 17.

SS Nueces, Boston, Oct. 25.

SS Benefactor, Philadelphia, Oct. 25.

SS Biuefields, Baltimore, Oct. 24.

ARRIVED OUT. Ss Oceanic, from New York at Liverpool SAILED FROM FOREIGN PORTS.

Ss Cedric, from Liverpool for New York.
Ss Kaiser Wilhelm II., from Cherbourg for New
York. OUTGOING STRAMSHIPS. Sall To-day.

Sm all s	Close:	Sa	14.
Deutschland, Hamburg	3 80 A'M	7 00 A	
La Gascogne, Havre	7 00 A M	10 00 A	M
Vigilancia, Havana	8 00 A M	11 00 A	M
City of Washington, Colon	9 30 A M	1 00 F	> M
Seneca, Tampico	12 00 M	3 00 F	M
Antilla, Nassau	12 00 M	3 00 F	N
El Rio, Galveston	********	3 00 F	
Hamilton, Norfolk		3 00 F	
Satt To-			
Celtic, Liverpool		7 00 A	M
Eastern Prince, Pernam-			
-buco	11 EO A M	2 00 I	
Arapahoe, Charleston	*********	3 00 I	> N
Comal. Brunswick	a contrata.	3 00 I	, V
Jefferson, Norfolk		3 00 E	, M
Sait Saturde	ay. Oct. 29.		
Umbria, Liverpool	5 30 A M	9 00 /	A
St. Paul. Southampton	6 00 A M	9 30 A	
Kroonland, Antwerp	8 80 A M	10 30 4	
Koenigin Luise, Naples	8 30 A M	11 00 /	
Pennsylvania, Hamburg	*******	8 80 /	
Mesaba, London	*******	10 00 /	(A
British King, Antwerp			
Philadelphia, Curação	8 30 A M	12 00 1	M
Alleghany, Jamalca	9 30 A M	12 00 1	м
Morro Castle, Havana	10 00 A M	1 00 1	> P
Curityba, Matanzas	12 30 P M	3 00 1	2 1
Nueces, Galveston	*******	3 00 1	
El Siglo, New Orleans	********	3 00 1	
Iroquois, Charleston		3 00 1	
Comal. Brunswick		3 00 1	
Monroe, Norfolk		3 00 1	. 7
INCOMING B	TEAMSHIPS.		٠
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Nueces, Galveston	3 00 P M
El Siglo, New Orleans	3 00 P M
Iroquois, Charleston	3 00 P M
	3 00 P M
Monroe, Norfolk	3 00 P M
montoci montoni m	
INCOMING STEAMSHIPS.	
Due To-day.	
IndiaGlbreltar	Oct. 11
Willehad Stettin	Oct. 9
Indramayo	Oct. 12
Beitic Liverpool	Oct. 19
CarpathlaLiverpool	Oct. 18
PatriclaHamburg	Oct 15
Kansas City Savannab	Oct. 24
Due To morrow.	
La Savole	Oct. 22
FI Alba	Oct. 22
El Cid New Orleans	Oct. 23
Due Saturday, Oct. 29.	
Philadelphia Southampton	Oct . 22
CampaniaLiverpool	Oct. 22
Campania	Oct. 12
Kentucky Copenhagen	Oct. 12
Otto Sverdrup Hull	Oct. 14
MorisoGibraltar	Oct. 15
AlamoGalveston	Oct. 22
ApacheJacksonville	Oct. 26
Due Sunday, Oct. 30.	
Minnehaha, London	Oct 20
Moltke Hamburg	Oct 22
El Sud Gaiveston	Oct 24
Due Monday, Oct. 81.	WAY TO VE
Zeeland Antwerp	Oct. 22
Astoria	Oct. 20
Cibrolton County	Oat 10

AUTUMN RESORTS.

NEW JERSEY. Atlantic City.

HOTEL DENNIS.

Atlantic City, N. J. Situated directly on the beach front with an unobstructed view. Liberally appointed and liberally conducted.

OPEN THE ENTIRE YEAR. WALTER J. BUZBY.

Atlantic City, N. J. The all-year health and pleasure resort by the Sea

Hotel Brighton and Casino Open throughout the year

F. W. HEMSLEY & SON HOTEL TRAYMORE, Atlantic City, N. J. Remains open throughout the year, every known comfort and convenience; golf privileges; running comfort and convenience; gon privileges, running water in bedrooms.

TRAYMORE HOTEL CO., D. S. White, President.

CHALFONTE THE LEEDS COMPANY.

Lakewood.

Lakewood

Among the Pines of New Jersey. A fashlorable and healthful Fall, Winter and Spring Resort. The Laurel House

Now Open.
A. J. MURPHY, MANAGER. The Laurel in the Pines Opens November 17
FRANK F. SHUTE, MANAGER.

THESE hotels are well-known throughout the country for the high standard of excellence maintained, and the select patronage which they have entertained for the long term of years since the inception of Lakewood as a resort. REACHED BY NEW JERSEY CENTRAL RAILROAD.

Long Island.

Miles from New York.
J. J. LANNIN, Prop., Garden City, L. I.

EXCURSIONS

A Trip on the "Seeing New York" Steam Yacht.

ENCIRCLING MANHATTAN ISLAND Loaves foot of West 23d St. (Albany Day Line Pierr at 10 A. M. and 2:30 P. M. Dally and Sunday, Reund Trip, \$1.00. Expert lecturer points out a thousand points of interest en route. Seeing New York Automobiles, ONLY Starting Point Fifth Ave. side Flatiron Building.

AUTUMNAL FOLIAGE. West Point, Newburgh and Poughkeepsie. Daily Outings (except Sundays), by Palace Iron Day Line Steamers "New York" and "Albany" from Desbrosees St. Pier, at 8:60 A. M.; West 22d St., 9 A. M., and West 129th St., 9:20 A. M. Last round trip Oct. 29th; down, Oct. 31st. Catskill, Hudson & Coxsackie Boats

Leave Christopher St., week days, 6 P. M. RESORTS.

TRAVELLERS' INFORMATION.
HOTEL and RESORT Booklets Gratis.
N. Y. OFFICE. 3 Park Place. Tel. 6050 Cortlands. Md.E. P. \$1.50 and up Hotel Rennert Boston Mass. Back Bay. A. P. Hotel Vendome

Paris France. 26, 28, 30, 32 Ave. Hotel D'lena D'lena STEAMBOATS.

DEOPLES LINE NEW YORK-ALBANY,

New C. W. Morre and Adirondack.

ALTERNATING DAILY, SUNDAYS EXCEPTED,
SPLENDID ACCOMMODATIONS, STEAM
HEATED. Leave Pier 32, N. R., foot of Canal
St., 6 P. M. Direct rail connection at Albany with
express trains to all points. Send 10c. for C. W.
Morse Souvenir. EXCURSION, 82.50.

TROY LINE. "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily, 6 P. M. except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. Big Four Directors Reclepted. CINCINNATI, Oct. 26 .- James Barnett of Cleveland, Alexander McDonald of Cincirnati, and W. H. Newman of New York. were elected for three years to succeed themselves as directors of the Big Four

system to-day at the annual meeting of the stockholders. Of preferred stock 54,003 shares and of common 207,815 shares were voted. The election of officers takes place early in November in New York. No Additional Export Gold Yet. No further engagements of gold for export were announced yesterday. Cables from London said that no slackening in Berlin's demand for the metal was anticipated and intimated that some \$3,000,000 was in the

way of shipment from this city. DIVIDEND DECLARATIONS. Company and Term. Stock. Amt. Payable. National City Bank. 4 Nov. 1 Fourteenth Street Bank, semi-annual.

annual..... 3 Nov. 1 Pressed Steel Car, quarterly ... pfd. 14 Nov. 23

Court Calendars This Day.

Appellate Division—Supreme Court.—Recess.
Supreme Court—Special Term. Part II.—Motion calendar called at 10:39 A. M. Part II.—Ex-parte matters. Part III.—Clears. Motions—Demurrer—No. 575. Preferred causes—Nos. 1579. 1809. General calendar—Nos. 549, 472. 826. 787. 968. 1006. 1010. 1014. 1019. 1037, 082. 1571. 708. 1572. 571. 915. 845. 360. 1010. 1014. 1019. 1037, 082. 1571. 708. 1572. 571. 915. 845. 360. 1010. 1014. 1019. 1037, 082. 1571. 708. 579. 589. 597. 917. 579. 687. 1038. 919. 792. 971. 883. 763. 1219. 974. 531. Fart IV.—Clear. Cases from Part III. Part V.—Case unfinished. Cases from Part III. Part VI.—Adjourned for the term. Trial Term—Part III.—Case unfinished. Short causes—Nos. 3119. 2932. 2951. 2899. 3154. 3112. 2920. 2589. 3281. 3116. Part III.—Case unfinished. Nos. 235. 238. 241. 243. 244. 246. 248. 250. 253. 256. 261. 263. 344. 1763. 487. 271. 408. 426. 274. 282. 284. 285. 123. 1851. 1870. 1852. 1879. 1681. 1830. 1899. 1833. 1913. 1776. 1839. 1830. 1862. 1911. Part V.—Case unfinished. Cases from Part III. Part V.—Adjourned for the term. Part VII.—Clear. Cases from Part VII.—Clear. Cases from Part VII.—Clear. Cases from Part VII.—Clear. Part VIII.—Clear. Cases from Part VII.—Clear. Ros. 328. 2385. 2480. 2494. 2331. 877. Part VIII.—Clear. Cases from Part VII.—Clear. Ros. 328. 3282. Part XII.—Case unfinished. Cases from Part X. Part XII.—Case unfinished. Cases from Part X. Part XIII.—Case unfinished. Cases from Part X. Part XIII Court Calendars This Day. Cases from Part X. Part XIII.—Adjourned for the term.

Surrogates' Court—Chambers — For probate—Wills of Laura J. Bell at 10 A. M. Isabella Brady. Amanda S. Bonalde, William H. Kuhn, Henry Bloomheld at 10:30 A. M. William D. Stewart, John Sharp at 2:50 P. M. Trial Term—No. 2033—Will of John B. Radley at 10:30 A. M. City Court—Special Term—Court opens at 10 A. M.—Motions. Trial Term—Part I.—Clear.—Nos. 9010, 2289, 9164, 3282, 3283, 2044, 2451, 3855, 3856, 3083, 3356, 273755, 3334, 9555, 3280, 63244, 2210, 3086, 3220. Part II.—Clear.—Nos. 3156, 3313, 8142, 3086, 3290, 3257, 3755, 3341, 3555, 347, 3488, 3449, 3450, 3221, 2769, 2770, 762, 3421, 1575, 3447, 3488, 3449, 3450, 3461, 3452, 3453, 3454, 3455, 3556, 3457. Part IV.—Clear. Short causes—Nos. 7109, 9690, 9644, 9881, 9536, 9646, 8694, 9636, Part V.—Case unfiniahed.—Nos. 3178, 3327, 1561, 3049, 3052, 3108, 3150, 3123.

OCEAN STEAMERS.



"DEUTSCHLAND,"
FROM NEW YORK OCT. 27, 7 A. M. to Plymouth and Cherbourg. Hamburg-American.

Semi-Weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Deutschland, Oct. 27, 7AM, 'Patricia... Nov. 5, 8 PM
Penna'v'la, Oct. 29,8:30AM, †*Moltke... Nov. 10, 10 AM
Grillroom and Gymnasium on board.
Will call at Dover for London and Paris. Mediterranean Service.

New York—Naples—Genoa.
By superb New Twin Screw Steamers.
HAMBURG-AMERICAN LINE.
Offices, 35 and 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
K.Wm.II.Nov. 8, 330PM Kaiser.... Jan. 3, 10 AM
Kaiser.... Nov. 22, 10 AM Kronprinz...Jan. 17, noon
K.Wm.II.Dec. 13, 10 AM Kakser....Feb. 7, 10 AM
OELRICHS & CO., 5 Broadway, N. Y.

BY SEA AND RAIL TO ST. LOUIS EXPOSITION. ONE OF THE DELIGHTFUL ROUTES

TO ST. LOUIS IS VIA The Old Dominion Line

AND THE Norfolk & Western Ry.

from Norfolk, Va. Tickets allow stop over at Old Point Comfort, Norfolk, Petersburg, and the leading summer resorts on line of the Norfolk & Western Ry. Permits also given for side trips to Virginia Beach and Natural Bridge, Va. These tickets, if desired, are good to return from St. Louis by any trunk line. For further information apply to

& W. Office, 398 B'way, N. Y., or to O. D. S. S. CO., 81-85 Beach St., N. Y. OLD DOMINION LINE.

AMERICAN LINE. PLYMOUTH—CHERBOURG—SOUTHAMPTON. Sailing Saturdays, 9:30 A. M., Pler 15, N. R., Paul Oct. 29 "Finiand Nov. 12,10:30AM illadelphia Nov. 5 New York Nov. 19 "Calling at Dover for London and Paris."

ATLANTIC TRANSPORT LINE.
NEW YORK-LONDON DIRECT.

NEW YORK—ANTWERP—LONDON—PARIS.
Calling at Dover for London and Faris.
Saturdays, at 10:30 A. M., Pier 14, N. R.
Troonland. Oct. 29 Finland. Nov. 12
Zeeland. Nov. 5 Vaderland, Nov. 19

white STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
etite..., Oct. 28, 7 a.M. | Oceanic..., Nov. 16, noon
lattic..., Nov. 2, noon | Majestic. Nov. 23, 10 a.M.
edric. Nov. 9, 6:30 A.M. | Baitic..., Nov. 30, 11 a.M.
BOSTON—QUEENSTOWN—LIVERPOOL.

CUNARD LINE. From Piers 51-52, North River.

Umbria . . Oct. 29, 9 AM Lucania . . Nov. 19, no Campania . . Nov. 5, noon Umbria, Nov. 26, 7:30 / Etruria . . . Nov. 12, 9 AM Campania . . Dec. 3, no Saloon rates from New York, \$50; second class, \$30 upward, according to steamer and accommodations. Mediterranean-Adriatic Service. Slavonia...Nov. 1, noon Carpathla...Nov. 20, noon Pannonia...Nov. 15, noon Ultonia..... Dec. 6, noon Apply 28 Broadway, New York. VERNON H. BHOWN, General Agent.

MALLORY STEAMSHIP LINE.
Tlokets to Texas, Colorado, Mexico, California, Arlzona, New Mexico; Mobile, Ala: Georgia, Pibrida, Free "Ocean Book."

WEEKLY EXCURSIONS
TO FLORIDA.

C. H. MALLORY & CO., 130 Front St., N. Y. STEAMBOATS.

BOSTON AND POINTS IN NEW ENGL FALL RIVER LINE via Newport and Fall River. Leave Pier 19, N. R., foot of Warren St. week-days and Sundays at 5:00 P. M. Steamers PRISCILLA and PURITAN. Ornestra on each. NORWICH LINE, via New London. Leave Pier 40, N. B., foot of Clarkson St. week-days only at 6:00 P. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN.

NEW HAVEN LINE for New Haven, Hartford. Springfield and the North. Leave Pier 20, E. R., foot of Peck Slip, week-days only at 4:00 P. M. Steamer RICHARD PECK.

BOSTON, \$2.50 (DIRECT STEAMERS) PROVIDENCE, \$1.50 Every week day at 5:00 P. M. JOY LINE.
Salling from Pier 35 East River, foot Catharine St.

RAILROADS. **PENNSYLVANIA**

RAILROAD. THE ONLY FOUR-TRACK LINE LEADING OUT OF NEW YORK. STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT.
LANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty third Street Station.

FOR THE WEST.

47:55 A. M. CHICAGO SPECIAL.

9:35 A. M. ST. LOUIS LIMITED.

10:25 A. M. ST. LOUIS LIMITED.

28 hours to Chicago.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.

4:55 P. M. CHICAGO LIMITED.

5:35 P. M. ST. LOUIS EXPRESS.

5:55 P. M. WESTERN EXPRESS.

7:55 P. M. PACIFIC EXPRESS.

7:55 P. M. CHICAGO LIMITED.

9:55 P. M. CHICAGO LIMITED.

9:55 P. M. PITTSBURG SPECIAL.

9:55 P. M. PITTSBURG SPECIAL. FOR THE WEST.

WASHINGTON AND THE SOUTH.
7:55, 8:25, *9:25, *9:55, *10:55 a. m., 12:25, *12:55, 2:10 (*3:25 "Congressional Limited*), *3:25, *4:25, *4:55, 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:85 a. m., 12:25, *12:55 (*3:25 "Congressional Limited"), *3:25, *4:25, *4:55, 9:25, p. m., 12:10 night.
SOUTHERN RAILWAY:—3:25, 4:25 p. m., 12:10 a. m. dally. dally. ATLANTIC COAST LINE.—9:25 a. m. and 9:25 p. m. SEABOARD AIR LINE.-12:25 p. m. and 12:10 a. m. NORFOLK AND WESTERN RAILWAY.-3:25 p. m. NORFOLK AND WESTERN RAILWAY.—3:25 p. m. daily,
CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week days, 4:55 p. m. daily,
FOR OLD POINT COMFORT and NORFOLK.—
7:55 a. m. week-days, 8:25 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m.
CAPE MAY.—1:55 p. m. week-days.
LONG BRANCH, ASBURY PARK (North Asbury Park Sundays), and Point Pleasant, 8:55 a. m.,
12:25, 3:25, 4:25 (except Long Branch), and 4:55 p. m. week-days. Sundays, 9:25 a. m. and 4:55 p. m.

6:05, 7:25, *7:55, 8:25, 8:25, *9:25, *19:25, *9:55, *10:25, *10:55, 11:55 a. m., 12:25, *12:55, *10:55, 2:10, 2:55, *3:25, 8:25, 8:25, 8:25, 8:25, *9:25, *10:255, *10:25, *3:26, 8:35, 4:25, 4:25, 4:25, 4:25, 4:25, 6:75, 8:25, 9:25, 9:25, 6:55 for North Philadelphia only) p. m., 12:10 night week-days. Sundays. 6:05, *7:55, 8:25, 9:25, *9:25, 6:55, *10:25, 10:35 a. m., 12:25, *12:55, *1:55, *8:25, 8:55, *1:55, *8:25, 8:25, 8:25, 8:25, *1:55, *8:25, 8:25, 8:25, *1:55, *8:25, 8:25, 8:25, *1:55, *8:25, FOR PHILADELPHIA.

General Manager.

"America's Greatest Railroad." NEWYORK & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE. Direct Route from New York & Boston to Niagara Falls Trains depart from Grand Central Station, 42d street, New York, as below:
North and west bound trains, except those leaving at 8:30 A. M., 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—4MIDNIGHT EXPRESS.
8:30 A. M.—1EMPIRE STATE EXPRESS.
8:45 A. M.—1PAST MAIL.—24 hours to Chicago.
10:20 A. M.—4MIDNIGHT EXPRESS.
10:20 P. M.—10:10 P. M.—

9:08 A. M. and 8:35 P. M. daily except Sunday to Pittsfield and North Adams. Sundays at 9:33 A. M. Puliman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 149, 261, 415 and 12:16 Broadway.
25 Union Sq. W., 275 Columbus av., 275 West 125th st., Grand Central and 125th st. stations, New York; 338 and 726 Fuiton st. and 106 Broadway. Brooklyn.
Telephone "800 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.
A. H. SMITH. GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent.

For Old Point Comfort, Norfold, Portsmouth Pinner's Point and Newport News, Va. connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach at, every week day at 8 P. M. H. B. WALKER, Vice-President & Tramic Manager.

WEST SHORE R. R.

(New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin st. station, New York, as follows, and 15 minutes later foot West 42d st., N. R. 1940 A.M.—St. Louis Express.
1940 P.M.—Chiesgo Express.
1952 P.M.—Chor Lim. for Detroit, Chi. & St. Louis.
1945 P.M.—For Roch., Buffalo, Clevel'd & Chicago.
1850 P.M.—Roch., Buffalo, Clevel'd & Chicago.
1948 P.M.—For Syra. Roch., Nia. Falls, Det. & Chi.
1941 P.M.—For Syra. Roch., Nia. Falls, Det. & Chi.
1941 Y. Dally except Sunday. Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH,
Gen'l Manager.

Gen'l Pass'r Agent. READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from

Jiberty Street and South Ferry (time from South Ferry five minutes earlier than shown below).

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK-24:00 (7:15 Easton only), 9:10 a. m., 1:20, 4:40, 5:00 (5:45 Easton only) p. m. Sundays, 24:25 a. m., 1:00, 5:30 p. m.

WILKESBARRE AND SCRANTON - 24:00, 9:10 a. m., 5:00 p. m. Sundays, 24:25 a. m., 1 p. m. AND BARNEGAT-24:00, 9:40 a. m., 21:30 (3:40, 4:20, Lakewood and Lakehurst only), 5:00 p. m. Sundays, 9:40 a. m., 21:30 p. m. Sundays, 9:40 a. m., 47LANTIC CITY-9:40 a. m., 13:40 p. m.

VINELAND AND BRIDGETON 4:00 a. m., 21:30 p. m. VINELAND AND BRIDGETON—4:00 a. m., 211:30 p. m.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—2:300, 8:30, 11:30 a. m., x1:20, 3:53, 4:45, 5:30, 6:30, 11:30 p. m. Sunday, except Ocean Grove, 9:00 a. m., 4:00, 8:30 p. m.

ATLANTIO HLDS., SKABRIGHT, MONMOUTH BCH., EAST LONG BRANCH, 4:00, 8:30, 11:30 a. m., 1:30, 3:45, 4:20, 5:38 p. m. Sundays, 9:500 a. m., 4:00 p. m.

PHILADELPHIA (READING TERMINAL)—4:25, 7:00, 18:30, 19:00, 10:300, 11:300 a. m., 11:200, 11:300 a. m., 11:200, 11:300, 11 p. m., *12:15 mdt. BALTIMORE AND WASHINGTON-8:00, *10:00, "12:00, "2:00, "4:00, "6:00, "7:00, "12:15.

READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT—[4:00, 24:25, 18:00, [49:10 (10:00,
11:00 a.m., Reading only), [4:100, [4:120, 12:00 p. m.
Reading, Pottsville, Harrisburg only, '4:00,
15:00 p. m. zFrom Liberty Street only, "Daily, †Daily
except Sunday, 'Sundays only, 'Parlor cars
only, "Wia Tamaqua, xSaturdays, aExcept Saturdays,

coccept Saturdays. aExcept Saturdays. Wia Tamaqua. xSaturdays. Offices: Liberty St. Perry, South Ferry, 6 Astor House, 261, 484, 1300, 1354 Broadway, 182 Fifth Av., 25 Union Square West, 153 East 125th St., 278 West 125th St., 248 Columbus Av., New York: 4 Court St., 344, 809 Fulton St., Brooklyn: 300 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.
W. G. BESLER. C. M. BURT, Vice-Pres. and Gen. Mgr. Gen. Pass'r Agent. BALTIMORE & OHIORAILROAD

ROYAL BLUE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR." To BALTIMORE and WASHINGTON

Leave South Ferry 5 minutes earlier.

Lv. Liberty street, 8:00 am. Except Sun. Buffet.

10:00 am. Daily. Diner.

12:00 pm. Daily. Diner.

2:00 pm. Daily. Diner.

10:00 pm. Daily. Buffet.

10:00 pm. Daily. Surfer.

10:00 pm. Daily. Surfer.

10:10 pm. Daily. Diner.

10:10 pm. To BALTIMORE and WASHINGTON

LEHICH VALLEY.

Mauch Chunk Local 16.00 Am 16.

RAILROADS.

NEW YORK, NEW HAVEN & HARTFORD R. R. NEW YORK, NEW HAVEN & HARTFORD R. R.

Trains depart from Grand Central Station, 42d
st. and 4th ave., as follows, for
BOSTON, via New London and Providence—18:90,
1:18:00, "\$11:00.2 A. M., "\$11:00. "\$11:00. "\$18:00.
1:18:00, "\$11:00.2 A. M., "\$11:00. "\$18:00.
1:18:00, "\$16:01, "\$12:00 P. M.
BOSTON, via Willimantic—18:00 A. M., 12:00 P. M.
BOSTON, via Springfield—19:00 A. M., 11:20 P. M.
BOSTON, via Springfield—19:00 A. M., 11:20 P. M.
BOSTON, via Springfield—19:00 A. M., 11:250 P. M.
BOSTON, via Springfield—19:00 A. M., 11:200, "14:00, "14:00, P. M.
BOSTON, via Springfield—19:00 A. M., 11:200, "14:00, P. M.
LAKEVILLE & NORFOLK—19:15 A. M., 12:25, "\$25 P. M.
WATERBURY and WINSTED—15:00, \$6:00, 118:00, 110:00, 110:00, 110:00, 110:00, 110:00, 110:A. M., 11:25, "\$25 P. M.
WATERBURY and WINSTED—15:00, \$6:00, 118:00, 110:00, 110:00, 110:00, 110:A. M., 11:25, "\$25 P. M.
WATERBURY and WINSTED—15:00, \$6:00, 118:00, 110:00, 110:00, 110:00, 110:A. M., 11:25, "\$25 P. M.
WATERBURY and WINSTED—15:00, \$6:00, 118:00, 110:00,

Lackawanna Railroad. Leaves New York, foot Barclay and Christopher sta-1800 A.M.—For Binghamton and Syracuse. 1000 A.M.—For Burfalo, Chicago and St. Taoula-1140 P.M.—For Burfalo and Chicago. 1400 P.M.—For Seranton and Plymouth. 16:10 P.M.—For Burfalo and Chicago. 1848 P.M.—For Chicago—Steepers open at 9 P. M. Tickets, 149, 429, 1183, 1434 Broadway, N. Y., 259 Fulton st., Brooklyn. *Dally. †Except Sunday.

PROPOSALS.

FORT HANCOCK, N. J., October 26, 1904—Scaled proposals for sinking one tubular deep well here will be received until 12 M., November 25, 1904. Information furnished on application. U. S. reserves right to reject any or all proposals. Envelopes should be marked "Proposals for Deep Well," addressed ABE S. BICKHAM, Q. M.

(Should be read DAILY by all interested, as changes may occur at any time.)
Foreign mails for the week ending Oct. 28, 1904, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour cartler than closing time shown below. Parcels-Post mails for Germany close at 5.P. M., Oct. 28, per steamship Deutschland, and Oct. 28, per steamship Petmsylvania, via Hamburg.

Regular and Supplementary mails close at For-cign Station (corner of West and Morton Streets) half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one bour later at Foreign Station).

and Central America. Via Const. Const

must be directed "per steamship Koenigin Lulse").

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &C.

THURSDAY (27).—At 8 A. M. for CUBA, YUCA-TAN and CAMPECHE, per steamship Vigilancia"; at 9:30 A. M. for NICARAGINA (Mail for other parts of Mexico must be directed "per steamship Vigilancia"; at 9:30 A. M. (supplementary 10:30 A. M. for NICARAGUAY (Except East Coast), HONDURAS (except East Coast), SALVADOR, PANAMA, CANAL ZONE, ECUADOR, PERU, BOLIVIA and CHILI, per steamship City of Washington (mail for Guatemala and Cauca Department of Colombia must be directed "per steamship City of Washington"); at 12 M. (supplementary 12:30 P. M.) for BAHAMAS, per steamship Seneca (mail for Mexico, via Tampico, must be directed "per steamship Antilia"; at 1:230 P. M.) (supplementary 1:250 P. M.) for BAHAMAS, per steamship Antilia"; at 1:230 P. M. (supplementary 1:20 P. M.) for ST. THOMAS, ST. CROIX LEEWARD and WINDWARD ISLANDS and GUIANA, per steamship Manoa (mail for Grenada and Trinidad must be directed "per steamship Manoa").

FRIDAY (28).—At 6:30 A. M. for ARGENTINE; URUGUAY and PARAGUAY, per steamship Ascencion de Lartinaga; at 1:30 A. M., for BHAZIL, per steamship Eastern Prince, via Pernambuco, Rio Janeiro and Santos (mail for Northern Brazil, Argentine, Uruguay and Paraguay must be directed "per steamship Daleighay (mail for Colombia, via Curagao, must be directed "per steamship Philadeiphia"); at 9:30 A. M. (supplementary 9:30 A. M.) for PORTO RICO, CURACAO and VENEZUELA, per steamship Philadeiphia"; at 10 A. M. for CUBA, per steamship Alleghany (mail for Colombia, via Curagao, must be directed "per steamship Alleghany"); at 9:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA and COLOMBIA, except Magdalena Department, per steamship Alleghany (mail for Costa Rieg must be directed "per steamship Alleghany"); at 10 A. M. for CUBA, per steamship Ourlyba").

NOTICE.—Five cents per haif ounce, in addition to the regular postage, must be prepaid on all

must be directed "per steamship Cuttives".

NOTICE.—Five cents per half cunce, in addition to the regular postage, must be prepaid on all letters forwarded by the SUPPLEMENTARY MAILS, and letters deposited in the drops marked "Letters for Foreign Countries," after the CLOSING OF THE REGULAR MAIL, for despatch by a particular vessel, will not be so forwarded unless such additional postage is fully prepaid thereon by a tamps. Supplementary Transatiantic Mails are also opened on the piers of the AMERICAN. ENGLISH and FRENCH steamers, whenever the sallings occur at 9 A. M. or later; and late mail may be deposited in the mail boxes on the piers of the German Lines salling from Hoboken. The mails on the piers open one hour and a half before sailing time, and close ten minutes before sailing time, only regular postage (letters 5 cents a half ounce) is required on articles mailed on the piers of the American, White Star and German (Sea Post) steamers; double postage (letters 10 cents a half ounce) on other lines.

MAILS FORWARDED OVERLAND. &C.. EXCEPT

MAILS FORWARDED OVERLAND, &C., EXCEPT CUBA.—Via Port Tampa, Florida, closes at this office dally, except Thursday, at 46:30 A. M. (the connecting mails close here on Mondaya, Wednesdays and Saturdays).

MEXICO CITY.—Overland, unless specially all dressed for despatch by steamer, closes at this office dally, except Sunday, at 1:30 P. M. M. M. (10:30 P. M. Sundays at 1:30 P. M. and 10:30 P. M. Sundays at 1:30 P. M. (10:30 P. M. Sundays at 1:30 P. M. (10:30 P. M. Sundays at 1:30 P. M. (10:30 P. M. and Saturday.)

JAMAICA.—By rall to Boston, and thence by steamer, closes at this office at 6:30 P. M. Tues-JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. Tueaday.

By rail to Philadelphia, and thence by steamer, closes at this office at 10:30 P. M. Wednesday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M.

BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 5:30 P. M. and 5:0:30 P. M. (connecting mail closes here Mondays at 5:100 P. M. and 5:0:30 P. M.).

COSTA RICA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 5:30 P. M. and 6:0:30 P. M. Sundays at 5:30 P. M. and 6:0:30 P. M. Sundays at 5:30 P. M. and 6:0:30 P. M. Sundays at 5:30 P. M. (connecting mail closes here Thursdays at 5:0:30 P. M.)

SREGISTERED MAIL closes at 6 P. M. previous day.

TRANSPACIFIC WAILS, FORWARDED OVER-LAND DAILY.

The schedule of closing of Transpacific Mails is arranged on the presumption of their uninter-rupted overland transit to port of sailing. The final connecting mails (except Registered Trans-pacific Mails, which close 6 P. M. previous day) close at the General Post Office, New York, as follows: Follows:
PHILIPPINE ISLANDS and GUAM, via San Francisco, close at \$30 P. M. October 77 for despated per United States Transport.
HAWAII, JAPAN, KORRA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close at \$30 P. M. November 4 for despatch per steamship Doric. 6.50 P. M. November 4 for despatch per steamship Doric.

NEW ZEALAND, AUSTRALIA (except West),

NEW CALEDONIA, SAMOA, HAWAII and

specially addressed mail for the FiJI ISLANDS,

via San Francisco, close at £30 P. M. November 5 for despatch per steamship Sierra. (If

the Cunard steamer carrying the British

mail for New Zealand does not arrive in time

to connect with this despatch, exira mail
closing at £30 A. M., 930 A. M. and 630 P. M.

Sundays at £30 A. M., 9 A. M. and 650 P. M.

will be made up and forwarded until the arrival

of the Cunard steamer.)

FIJI ISLANDS, also specially addressed mail for

AUSTRALIA and NEW CALEDONIA, via

Vancouver and Victoria, B. C., close at 630

P. M. November 5 for despatch per steamship

Miowera.

HAWAII IAPAN, KORFA, CHINA and specially

P. M. November 8 for despatch per steamship Miowera.

HaWall, JaPan, Korea, China and specially addressed mail for the Phillippine Islands, via San Francisco, close at 6:30 P. M. November 10 for despatch per steamship Manchuria.

JaPan, Korea, China and specially addressed Mail for Phillippine Islands, via Tacoma, close at 6:30 P. M. November 18 for despatch per steamship Deucalion.

Tahiti and Marquesas Islands, via Tacoma, per steamship Deucalion.

Tahiti and Marquesas Islands, via San Francisco, close at 6:30 P. M. November 20 for despatch per steamship Mariposa.

ManChuria (except Newchwang) and Eastern Shieh per steamship Mariposa.

ManChuria (except Newchwang) and Eastern Shieh per steamship Leurope, New Zealand via San Francisco and certain places in the Chinese Province of Yunan, via British India—the quickest routes. Philippines specially, addressed "via Europe" must be fully prepaid at the foreign rates. Hawall is forwarded via San Francisco exclusively.

CORNELIUS VAN COTT, Postmaster.

Post Office, New York, N. Y., October 31, 1904.